

CLASSIFICATION ~~CONFIDENTIAL~~ **CONFIDENTIAL**
 CENTRAL INTELLIGENCE AGENCY
 INFORMATION FROM
 FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

50X1-HUM

CD NO.

COUNTRY Yugoslavia
 SUBJECT Transportation - Water
 HOW PUBLISHED Daily newspapers
 WHERE PUBLISHED Ljubljana; Belgrade; Paris
 DATE PUBLISHED 10 - 18 May 1950
 LANGUAGE Slovenian; Serbo-Croatian; French

DATE OF INFORMATION 1950

DATE DIST. *W* Jun 1950

NO. OF PAGES 2

SUPPLEMENT TO REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF ESPIONAGE ACT NO. 18 U. S. C., 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Newspapers as indicated.

YUGOSLAV SHIPPING FACILITIES EXPAND

SLATE CONSTRUCTION OF MORE SHIPS -- Ljudska Pravica, No 111/II, 10 May 50

The "1 Maj" Shipyard in Rijeka is constructing a new transoceanic ship of the "3 Maj" type. Later, two more such ships with a capacity of 4,200 tons will be built. The shipyard will build another transoceanic ship by the end of 1950.

The "Uljanik" Shipyard in Pula is making preparations to build three coastal passenger ships which are to be completed prior to the 1951 tourist season. Three more coastal ships are scheduled to be built before the 1952 tourist season. These ships will sail mainly among the Adriatic Islands. Because of their speed, they will sail on the Rijeka-Kotor express line at first. Each ship will have space for 800 passengers. Their speed will be 16 knots and they will be equipped with 525-horsepower Diesel engines. These ships will be the fastest coastal passenger ships in Yugoslavia, with the exception of the Prijestolonaslijednik Petar and the Karadjordje, both of which soon will be salvaged and completely rebuilt. The three new ships will be 34.09 meters long, 8.50 meters wide, and 3.50 meters high, and will weigh 420 tons.

During the 1951 tourist season, the Yugoslav shipping needs will be satisfied.

SIBENIK HARBOR TO EXPAND -- Ljudska Pravica, No 111/II, 10 May 50

In addition to the "Ivan Ribar" Wharf, Sibenik is acquiring the "Dobrika" Wharf, which was also reconstructed in 1947. A 350-meter wall beneath the surface of the sea at the "Vrulje" Harbor had to be removed. Last year, a new wharf was built for the export of lumber.

The total length of the wharf in Sibenik is 495 meters. The highest on the Adriatic Sea, its upper part is 5 meters above sea level. The wharf is equipped to receive the largest ships.

CONFIDENTIAL

- 1 -

CLASSIFICATION			CONFIDENTIAL						
STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB	DISTRIBUTION						
ARMY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI							

CONFIDENTIAL

50X1-HUM

The "Rogac" Wharf, which is under construction next to the "Dobrika" Wharf, will be used mainly for the import and export of ores. Grain elevators also are being built here.

When the eastern section of the Sibenik harbor is completed, the harbor will be able to accommodate at least 11 of the largest transoceanic ships.

IMPROVE PASSENGER TRANSPORTATION TO MONTENEGRIN PRIMORJE -- Borba, No 117, 17 May 50

Cetinje, 16 May -- With the introduction of regular steamship lines between Herzegovina, Kotor, Budva, Petrovac, Bar, and Ulcinj, the fastest passenger connection between Serbia, Bosnia and Herzegovina, and the Montenegrin Primorje has been established. At present, the trip between Belgrade and Ulcinj takes only 30 hours.

An express steamship connection between the tourist cities in the Montenegrin Primorje and all large cities on the north Adriatic coast also was established recently.

In addition to the existing bus lines, regular lines between Cetinje and Pec, Cetinje and Kotor, and Cetinje and Budva have been instituted.

PUSH RECONSTRUCTION OF BAR HARBOR -- Ljudska Pravica, No 118/II, 18 May 50

Reconstruction of the old harbor of Bar in Montenegro, which was completely demolished by the retreating Germans, began 2 years ago. When it is completed, it will be able to receive the largest ships.

This year, 60 meters of new wharf will be constructed. If there are no setbacks, the harbor is expected to be completed during 1951.

The Bar harbor will be one of the chief export and import harbors, not only for Montenegro, but also for other southern regions of Yugoslavia, which will eventually be connected with Montenegro and Bar harbor by means of a railroad network.

REBUILD OLD PASSENGER SHIP -- Slovenski Porocevalec, No 113, 13 May 50

Recently, the "Vicko Krstulovic" Shipyard in Split rebuilt the Sinj, a coastal passenger ship. After its test voyage, the ship was assigned to the Rijeka-Kotor express line. The Sinj was built in 1937 in Split and bore the name "Sara-jevo." During the war, the Germans sank it in the Straits of Messina. In 1946 it was salvaged by an Italian enterprise and taken to the Split shipyard.

Prior to the war, the ship ran on coal; now it has been converted to petroleum. At present, the ship can carry over 600 passengers.

- E N D -

CONFIDENTIAL

- 2 -

CONFIDENTIAL